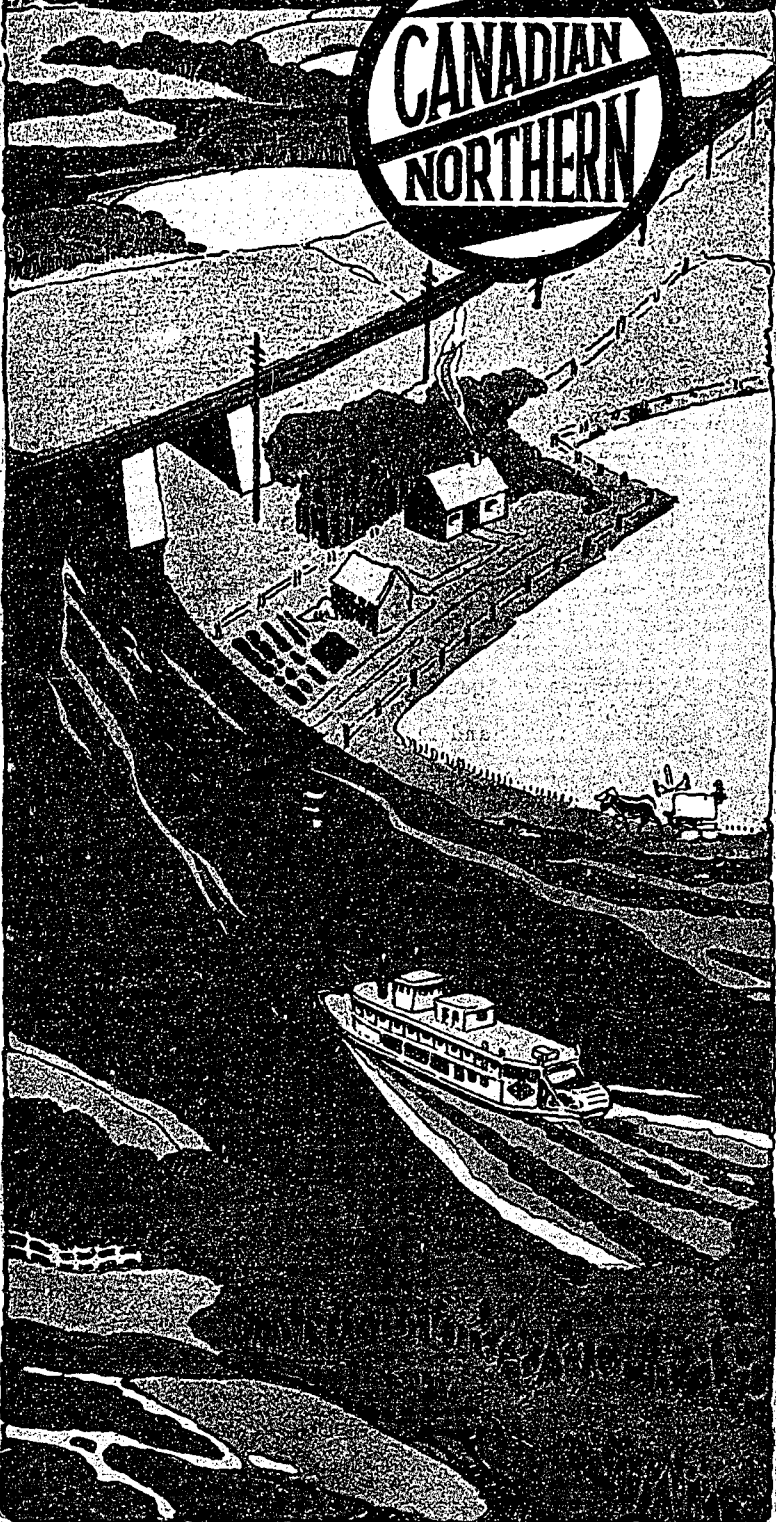


Peace River Guide



CANADIAN GOVERNMENT AGENTS IN THE UNITED STATES.

Biddeford, Me.	107 Main St.	L. N. Asselin
Boston, Mass.	73 Tremont St.	Max A. Bowlby
Chicago, Ill.	64 W. Adams St.	R. F. Clark
Chicago, Ill.	112 W. Adams St. ..	C. J. Broughton
Columbus, Ohio	82 Inter'ban St. Bldg.	W. S. Wethery
Des Moines, Iowa	202 W. Fifth Ave. ...	F. H. Hewitt
Detroit, Mich.	176 Jefferson Ave. ..	N. V. McInnes
Duluth, Minn.	424 W. Superior St.	C. A. Skog
Grand Forks, N.D.	Clifford Block	W. E. Black
Great Falls, Mont.	Room 6 Dunn Block....	J. L. Porte
Harrisburg, Pa.	210 N. Third St. ...	F. A. Harrison
Indianapolis, Ind.	215 Trac. Tr. Bldg.,	J. M. McLachlan
Kansas City, Mo.	2012 Main St.	Geo. A. Cook
Manchester, N.H.	1139 Elm St.	J. E. Laforce
Marquette, Mich.	C. A. Laurier
Milwaukee, Wis.	123 Second St.	Geo. A. Hall
Minneapolis, Minn.	311 Nicolette Ave. ..	J. T. Whitlaw
New York	Woolworth Bldg.	F. A. Young
Omaha, Neb.	Bee Bldg., 220 17th St.	W. V. Bennett
Philadelphia, Pa.	1337 Walnut St.	J. P. Jaffray
Pittsburg, Pa.	214 Park Bldg.	F. G. Wood
Saginaw, Mich.	222 Hoyt St.	R. Laurier
San Diego, Cal.	Can. Pav. Pan. Expo....	Gil. Roche
St. Paul, Minn.	Cor. 4th & Jackson Sts.,	A. H. Davis
St. Paul, Minn.	308-11 Jackson St.	R. A. Garrett
Spokane, Wash.	Cor. 1st & Post Sts. ...	J. N. Grieve
Syracuse, N.Y.	301 E. Genesee St. ..	O. G. Rutledge
Watertown, S.D.	Box 197	M. J. Johnston

CANADIAN NORTHERN RY. REPRESENTATIVES IN CANADA.

Halifax, N.S.

Div'n Freight and Passenger Agent, 123 Hollis St.

Ottawa, Ont.

City Passenger Agent, 34 Sparks St.

Montreal, Que.

Assistant General Passenger Agent, 226 St. James St.

City Passenger Agent, 226 St. James St.

Toronto, Ont.

City Passenger Agent, 52 King St. East.

Vancouver, B.C.

District Freight and Passenger Agent, 605 Hastings St.

Winnipeg, Man.

City Passenger Agent, Cor. Main and Portage.

Assistant General Passenger Agent, Union Station.

IN UNITED STATES.

Chicago, Ill.

General Agent, 64 West Adams St.

Duluth, Minn.

District Freight and Pass. Agent, 424 West Superior St.

New York, N.Y.

General Agent, Suite 510 Woolworth Bdg., 223 Broadway.

Minneapolis, Minn.

Commercial Agent, 311 Nicolette Ave.

Pittsburg, Pa.

General Agent, 214 Park Bldg.

San Francisco, Cal.

Commercial Agent, 516 Santa Marina Bldg., 112 Market Street.

St. Louis, Mo.

Commercial Agent, 553 Pierce Bldg.

St. Paul, Minn.

General Agent, Cor. 4th and Jackson Sts.

For all information and literature write to above agents, or
R. Creelman, Gen. Pass. Agt., Union Station, Winnipeg, Man.

R. L. Fairbairn, Gen. Pass. Agent, 68 King St. E., Toronto.

Geo. H. Shaw, General Traffic Manager, 68 King St. East,
 Toronto, Ont.

Issued by the General Passenger Dept., Toronto, Ont., April
 1917.—20M.



PEACE RIVER CROSSING

PEACE RIVER GUIDE

The Peace River Country was known of by report many years ago; it was acknowledged to be a land where the soil was remarkably fertile, even judged by the standards of Western Canada, and where splendid climatic conditions prevailed. So remote, however, did it seem and so difficult of access, that it was generally associated with thoughts of pioneers, trappers and prospectors. With the opening of the Canadian Northern line from Edmonton to Athabasca Landing some eight years ago, the obstacles between this agricultural Eldorado and the prospective settler were so far removed as to bring it within the range of practical consideration and a relatively small but steady stream of immigration set towards the newest land of opportunity.

Other lines gradually pushed their way from Edmonton until, where it was once necessary to undertake a long and fairly arduous journey, it is now possible to reach the heart of the district by direct train. At a time when increased production of food-stuffs has become such a pressing problem, and when the land holds out a greater hope of wealth and independence than ever before, any man possessed of average intelligence, backed up by reasonable energy, can reap a rich reward from homesteading in the Peace River.

This district embraces practically the whole of the northern portion of the Province of Alberta and part of British Columbia, located in the basin of the Peace River and its tributaries, also the Smokey and Little Smokey Rivers, the known agricultural area being about 275 miles by 300 miles, comprising in all some 60,000 square miles, or forty million acres of farming land. As the crow flies, it is some 220 miles from Edmonton to Peace River Crossing, which is in the centre of the country.

The character of the land varies. There are sections particularly adapted for grain growing; other sections are particularly adapted for mixed farming, while others are exceptionally suitable for stock raising and dairying. There is as well considerable wooded land, grazing areas with abundance of grass, open country, prairie lands, coulees and valleys.

The sections most suitable for agriculture and the main settlements are at Grouard, Heart River, High Prairie, Big Prairie, Winagnew and Salt Lake, Peace River Crossing, Burnt River and Cold Springs, Shaftesbury, Griffin Creek, Water Hole, Dunvegan, Spirit River, Lake Saskatoon, Grande Prairie and Swan River.

Canada is a self-governing country, and her participation in the present European war has been purely voluntary. The revenue necessary to meet the expense is being raised by an increase of seven and a half per cent. added to the customs tariff, taxation of banks, loan companies, a tax on railway

and steamship tickets, telegrams, postal matter, patent medicines and proprietary articles. The farm lands of Canada are free from any war tax and the farmers exempt to draw the wealth from the rich productiveness of the soil, without contributing to the war expenses, except as outlined above. Immense areas of Western Canada are yet open for free homesteads. Land of the same quality that has produced for the settlers now there from thirty to sixty bushels of wheat and sixty to one hundred bushels of oats to the acre is available.

HOW TO GET THERE.

—From Pacific Coast States, the route is via Vancouver and Canadian Northern Railway to Edmonton.

From the Central States, the most convenient route is via Duluth and the Canadian Northern Railway or via St. Paul or Minneapolis, Winnipeg and the Canadian Northern Railway to Edmonton.

From the Eastern States the route is via Toronto or Ottawa and the C. N. R. to Edmonton therefrom.

In the very near future through passenger train service will be established from Montreal to all points west of Winnipeg, and with the establishment of this service the direct route from far eastern points will be via Montreal and the C. N. R. to Edmonton.

Beyond Edmonton the Edmonton, Dunvegan & British Columbia runs north to Spirit River, a distance of 356 miles, with a branch line to Grande Prairie City. From McLennan, a junction point, the Central Canada Railway, part of the above system, runs to Peace River Crossing, a distance of 50 miles. The Alberta & Great Waterways Railway runs from Edmonton to Fort McMurray, a distance of 290 miles.

An alternative route, which was formerly the main summer highway to the district, is Canadian Northern from Edmonton to Athabasca Landing, thence by steamer on the Athabasca River to Mirror Landing, with a 15 mile wagon trail to Norris Landing on the Lesser Slave, and a 75 mile steamer run through Lesser Slave Lake to Grouard.

There are three transportation companies plying the extensive waterways of the country which give access to many points in the interior from Peace River Crossing. These are the Hudson Bay Co., the Peace River Navigation Co., Ltd., and the Peace River Tramway & Navigation Co.

LOW FARES FOR SETTLERS AND LAND SEEKERS.

In order to obtain the lowest possible fares, please call upon or communicate with the nearest representative of the Canadian Northern Railway, who will be pleased to quote fares and make all arrangements for your trip.

Peace River Guide



PLOUGHING AT GRANDE PRAIRIE

One Way Fares.

Low fares applicable for settlers from the United States are quoted in separate publications, copies of which may be obtained from any Canadian Northern Representative. Low one way are in effect from all points in Eastern to Western Canada.

Round Trip Homeseekers' Fares from Points in the United States.

Low round trip homeseekers' fares from points in the Central States (Indiana, Illinois and West) to Western Canada are usually in effect from March to November inclusive, to destinations in Manitoba, Saskatchewan and Alberta every Tuesday, and to destinations in British Columbia on the first and third Tuesdays of each month. Tickets are first class, good for twenty-five days, with liberal stop-over privileges.

These fares apply via Duluth and the Canadian Northern Railway to destination, or via St. Paul and Minneapolis, Winnipeg and Canadian Northern Railway to destination.

ASK FOR SPECIAL LEAFLET GIVING ALL DETAILS.

Round Trip Fares from Eastern to Western Canada.

Low round trip fares to selected destinations in Manitoba, Saskatchewan and Alberta are frequently in effect from all points in Eastern Canada, including Toronto and Ottawa, Ontario, Montreal and Quebec, Quebec. When such fares are authorized tickets are second class, good for sixty days, with liberal stopover privileges at all points on the Canadian Northern Railway west of Port Arthur and Coughlin, Ontario.

SERVICE PUBLICATIONS.

Any representative of the C.N.B., also Canadian Government Agents listed herein, will be pleased to furnish copies of our Publications, showing the reduced fares in effect,

stop-over privileges, and the high standard of our service in equipment (including colonist sleeping cars with range, and tourist sleeping cars with complete kitchen, standard sleeping and dining cars and compartment observation cars), grades and road-bed.

ASK FOR LEAFLET GIVING ALL DETAILS.

CLIMATE.

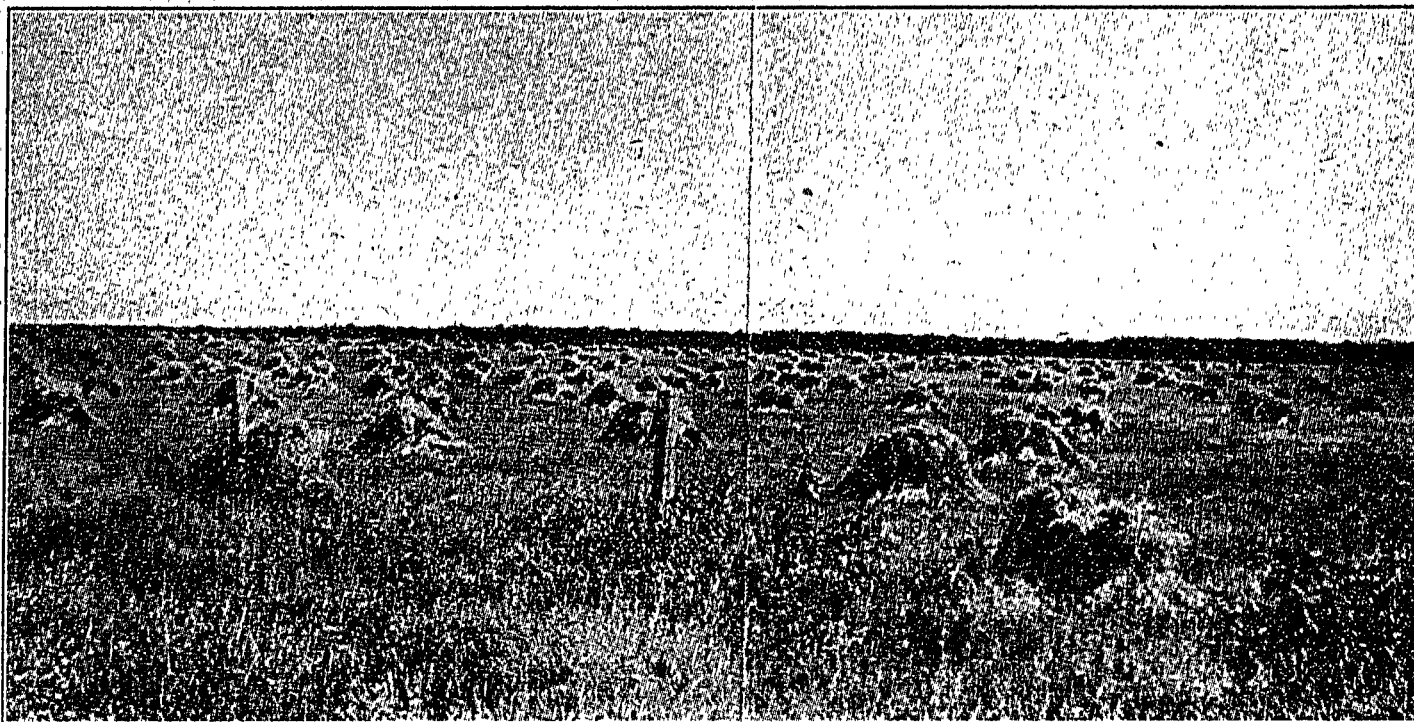
The climate is exceptionally even, there being no sudden changes from one extreme to the other. While the summer is sufficiently hot to ripen grain and vegetables, it does not involve any physical discomfort. In the same way the winter is cold enough to ensure seasonable changes in soil without preventing the feeding of live stock in the open. The Chinook winds, which blow across the Rockies from the Pacific, break the winter season sufficiently to prevent sustained spells of cold weather, while cyclone and strong winds are practically unknown. During the winter the temperature averages higher than in Manitoba or Saskatchewan, and the crops are from one to three weeks further advanced than in other parts of the West. According to records kept for the past thirty years, there is a dependable precipitation of about twenty inches a year, which comes chiefly in the form of rain during June and July, although there is also sufficient snow-fall for protective purposes.

The seasons are divided roughly as follows: Spring, middle of March to first week in April; Summer, first week in April to last week in September; Autumn, last week in September to second week in November; Winter, second week in November to middle of March.

AGRICULTURE.

Practical tests have proved the Peace River District to be one of the best for grain growing in the western plains. The

Canadian Northern Railway



GRAIN AT FORT VERMILION

soil is a thick, black loam, as much as twenty-two inches thick, with a clay sub-soil. The growth of wheat, oats, barley and other cereals as well as roots and vegetables is equal to that of any other temperate climate. Owing to the long hours of sunshine during the summer, grain sown early in May ripens about the middle of August, thus avoiding early frosts, and, although the growth is rapid, the grain matures splendidly. There has never been a crop failure. Potatoes, carrots, beets, onions, celery, cabbage, garden peas, beans, tomatoes, lettuce, radish, turnips, pumpkins and squash all give large and satisfactory crops. Average crops are: Oats, 60 bushels per acre; wheat, 40 bushels; barley, 45 bushels; potatoes, 400 bushels. In the year 1900 there were less than 1,500 acres of land under cultivation in the district, while at the present time one man alone has 900 acres, and the total acreage under crop is well over 175,000 acres.

STOCK-RAISING.

It would be hard to find a larger area of land well suited to stock-raising than this district affords. Pasturage is abundant throughout the summer and, in most years, throughout the greater portion of the winter. Native hay is also plentiful. In some sections, particularly where the drainage is good and the rainfall not excessive, horse-raising is being carried on successfully, but where the drainage is not so good and the rainfall approximates twenty inches per year, it will be found advisable to raise beef cattle only. Swine-raising may also be carried on and at points not too far from transportation facilities this branch of live stock production can be specialized in profitably.

Because of the dryness of the winters, expensive housing is not necessary; a wind-break of logs, brush or straw will suffice for walls and a covering of straw or hay, or a thatch of fine brush is all that is required for a roof.

Where the rainfall exceeds eighteen inches per year, Timothy grass may be grown, yielding up to two tons per acre. Where the rainfall is less, rye or brome grass will be found more profitable; the last named being perhaps the best for pasture purposes. Kentucky blue grass has also proved its adaptability to local conditions, producing more abundantly along the Macleod River and Lesser Slave Lake than in its native State.

TIMBER RESOURCES.

Almost all the river-valleys have very heavy growths of timber, particularly the southern banks; the principal trees being spruce, poplar, birch, cottonwood, balm of gilead and tamarac, all of which usually grow very close together and thus are tall and straight, so as to be most suitable for lumbering activities.

MINERAL RESOURCES.

Comparatively little is known about the mineral resources of the country. The immediate formation along the Lesser Slave, Peace and Athabasca Rivers is Devonian and Cretaceous. West of the Devonian areas, it is all cretaceous as far as the Rocky Mountains. Along the Athabasca, south of Lake Athabasca, to Fort McMurray, immense quantities of bituminous sandstone (with probably petroleum), asphalt, rock salt and natural gas are known to exist. Oil is said to have been struck by some of the companies boring there. The gas well at Pelican Portage has been burning for over fifteen years. Silver, lead and iron ore are known to exist in large quantities. Along the Peace River, from the Crossing going north, is Tar Island, with an outcrop of tar sand, and also natural gas escaping. Boring is being carried on near this point. Very fine gold is found in most of the river sands and



CORN AT SHAFTESBURY

can be washed in paying quantities in the waters of the Upper Peace during low water periods.

GAME AND FISH.

Barren land Cariboo, or Husky Deer, in immense herds are found to the north of Lake Athabasca, and some to the west of the Mackenzie River. Cariboo and moose meat form the principal food supply of the north. Musk-ox live out on the barren lands to the north-east of the Mackenzie River and north of Lake Athabasca. Wood buffalo are very scarce and protected. There are estimated to be over 400 in the wild state between Fort Simpson and the Peace River, west of Fort Smith. There are very few wolves in the country, with a bounty of \$10.00 on each animal. Wild ducks, geese and swans are very plentiful indeed. They migrate every year and are seen in flocks of several thousand. Partridge and prairie chicken are fairly common in some localities.

All the lakes and some of the rivers abound in fish. Whitefish form the principal food supply of the dogs and Indians during the winter. There are lots of jackfish, great northern pike and goldeye, with mountain trout higher up.

LAND DISTRICTS.

There are 14,000 surveyed homesteads open for settlement in the Peace River Country, which is surveyed into townships, ranges and sections. As settlement extends new surveys are made and added each summer. There are three Land Districts with Dominion Land Offices and Sub-Offices authorized to receive homestead entries and to give information to prospective settlers.

Grouard Land District.—1,110,000 acres open for homesteading. Land Office: Grouard, Alta.; Col. W. F. Carstairs,

Agent. Waterways include Lesser Slave Lake, Sturgeon Lake, Winagamew Lake, Atekamik Lake, the Smokey River, Little Smokey River, and the South Heart River.

Peace River Land District.—1,125,000 acres open for homesteading. Land Office: Peace River, Alta.; W. E. Carson, Agent. Waterways include the Peace River, Battle River, Hay River, Wabascaw River, and Hay Lake.

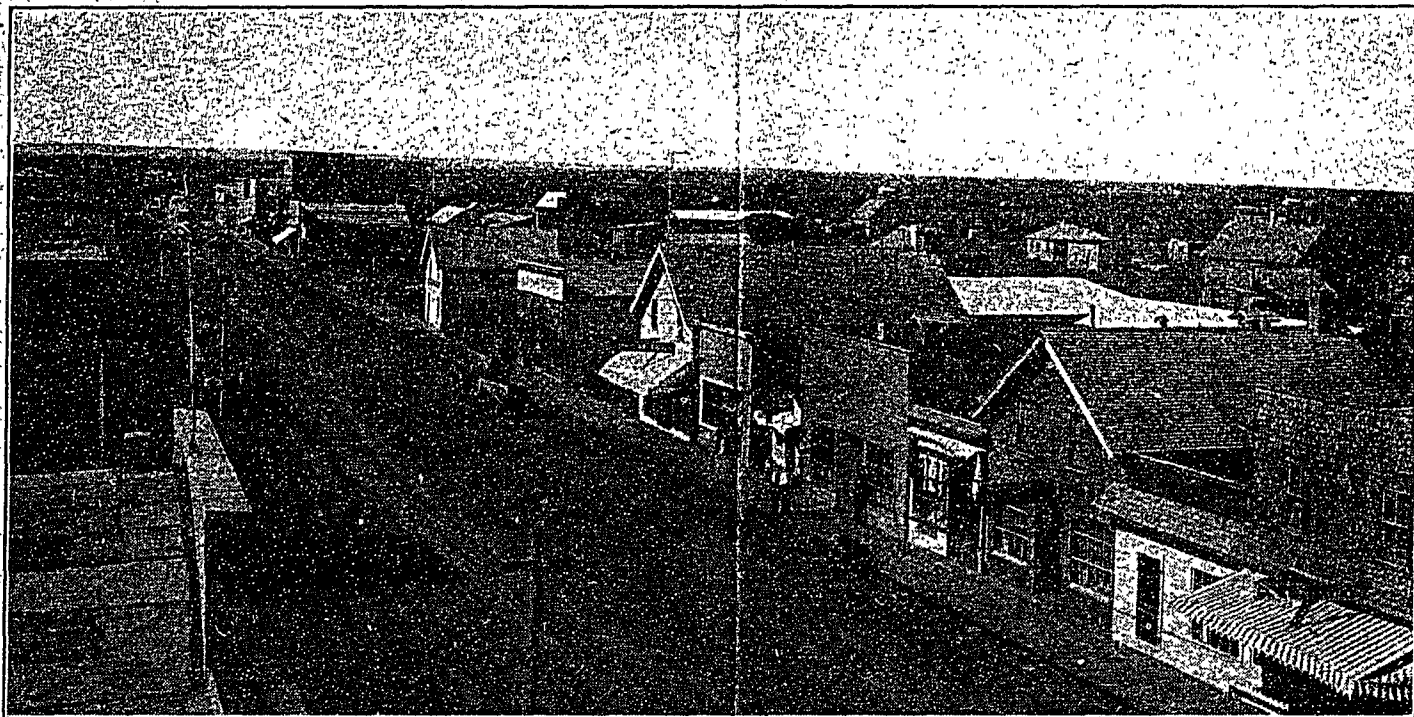
Grande Prairie Land District.—1,328,000 acres open for homesteading. Land Office: Grande Prairie, Alta.; A. S. McLean, Agent. Waterways include the Wapita River, Smokey River, Kleskun River, Spirit River, Lake Saskatoon and Buffalo Lake.

Dominion Land Agents in the above districts are also Crown Timber Agents, to whom all matters relating to timber and hay on Government lands should be addressed.

At mile 55 on the E. D. & B. C. Ry., and from there on to mile 85, the land is sparsely wooded with willow brush, also small and medium-sized poplar, with some patches of open prairie. The soil is unexcelled for crops and general live stock ranching on account of its fertility and close proximity to Edmonton. At Sawridge there is a small tract of land suitable for almost any agricultural purpose. While all of it close in has been filed on, there still remain some good homesteads open for settlement. Along the south shore of Lesser Slave Lake, at Swan Lake, Sucker Creek and other various points, some of the best agricultural lands in the province are available, although most of the open prairie in this vicinity has been taken up.

West of Lesser Slave Lake lies High Prairie, in which vicinity the first large tract of open prairie land occurs along the line of railway. The soil is excellent, and thirty-seven varieties of the most nutritious grasses flourish, so that there is natural feed for every kind of live stock. Though already

Canadian Northern Railway



GRAND PRAIRIE

well populated, there is a large amount of unsettled land available.

North of High Prairie, near the junction of the E. D. & B. C. and Central Canada Railways, is an area of open prairie land in proximity to McLennan, which is considered very attractive, although occasionally, slight draining will be required.

West of the Smokey River, between it and the Peace and Burnt Rivers, is a fine stretch of country, the land being a heavy black soil, mostly open prairie.

South of Peace River Crossing, within a reasonable radius of the Central Canada Railway, there are hundreds of good homesteads available. This section is slightly wooded and settlers will do well to investigate before locating elsewhere, as it is considered to be one of the best stretches of agricultural land in the whole district.

At Boyle, on the Alberta & Great Waterways Railway, 72 miles from Edmonton, is the start of some very good homestead lands, which are heavily timbered in some places, and a rich black loam with a clay sub-soil. At Fort McMurray there are thirty-six square miles of surveyed homestead lands open for filing. They are mostly open prairie and a rich black loam.

DESCRIPTION OF DISTRICTS.

Big Prairie.—Black, sandy loam, from two to fifteen feet deep. Water abundant, numerous creeks, lakes and ponds. Country high, rolling prairie, cut up with ravines, plenty of timber for fuel and lumber. Coal seams appear along the banks in the upper parts of the creeks and rivers.

Heart River and Salt Creek.—Black loam, from eight to twelve inches deep, with clay sub-soil. Rolling park prairie, with plenty of wood, water and timber.

Winagamew.—Black loam, good water. Country a succession of prairie, bluffs, forests, lakes and rivers.

Sturgeon Lake.—Rich black loam, with clay sub-soil, from eight to twelve inches deep. Water abundant and easily reached. This section is subject to chinook winds and is considered by many to be a milder climate than 200 miles south.

Swan River and Little Prairie.—Very similar to Heart River and Salt Creek.

Peace River Landing to Dunvegan.—Soil on the highlands rich black loam with clay sub-soil; water, timber and fuel easily obtainable. Soil in the valley a little lighter but an exceptionally good black sandy loam.

Spirit River.—Black sandy loam, very deep, with a clay sub-soil. Numerous lakes and rivers. Especially subject to chinook winds, so that mild winters are very frequent.

Grande Prairie.—Picturesque rolling prairie, studded with lakes, intersected by rivers and within sight of the white-capped peaks of the Rockies. Rich black loam from three to six feet deep.

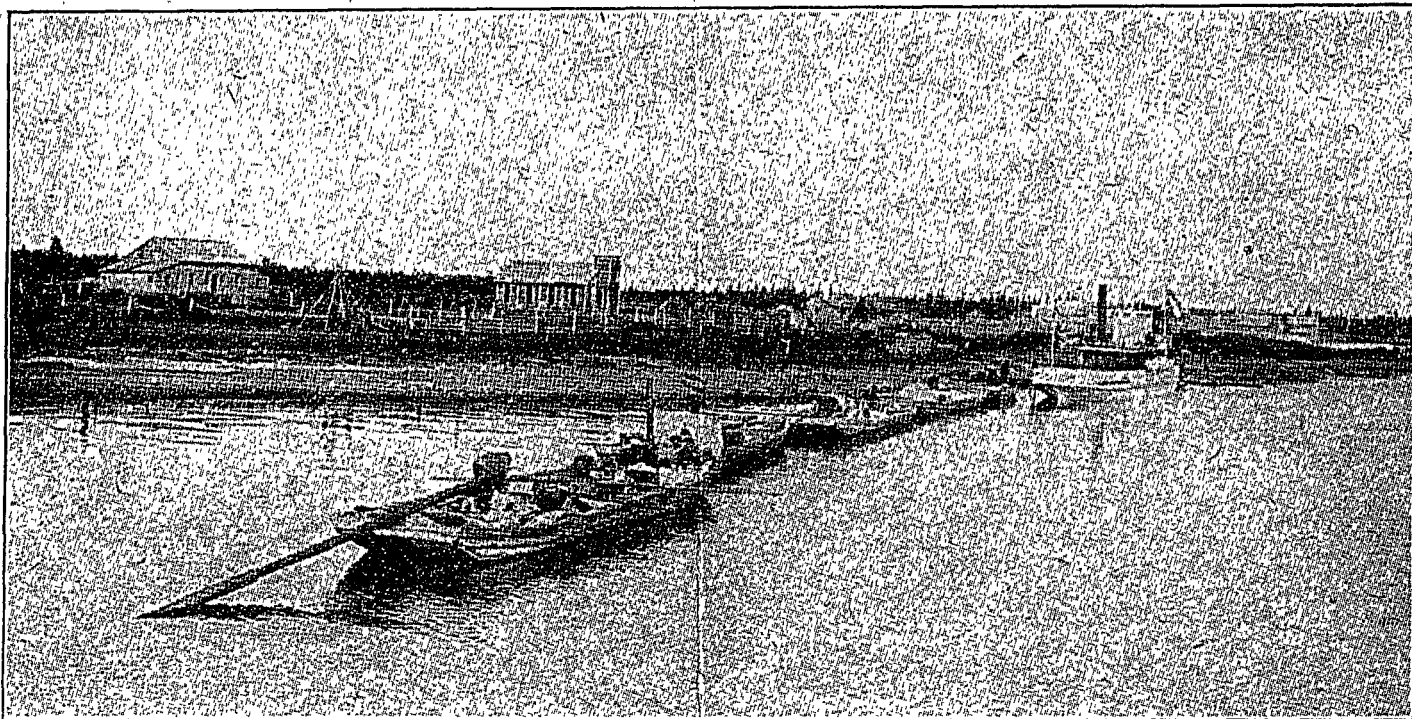
Pouce Coupe.—Park-like plateau, broken by deep valleys near the Peace River. Chinook very common. Prairie about fifty miles. Excellent dark loam.

Peace River Crossing to Fort Vermilion.—On the west side of the river, twelve or fifteen miles below the Crossing, are open prairies with rich soil. Tar and natural gas springs reported.

PEACE RIVER TOWNS.

Athabasca.—Population, about 600. An incorporated town, 96 miles north of Edmonton. Terminus of C. N. E. Daily train service. Two thoroughly modern hotels and several general stores, banks and lumber yards. Dominion Govern-

Peace River Guide



HAY RIVER—GREAT SLAVE LAKE.

ment Sub-Land Office. Considerable homestead land open in vicinity.

Grouard.—Population, about 400. Head of navigation on Lesser Slave Lake. Surrounded by prosperous farm settlements, abundance of coal and wood. Bank, general stores, hardware store and lumber yards. Government telegraph service. Dominion Government Land Office. Considerable homestead land open in vicinity.

Peace River.—Population, 950. Terminus of Central Canada Railway. Tri-weekly service. Centre of 600 miles of navigable waterways. Two hotels, two rooming houses, ten cafes, ten general stores, two drug stores, two hardware stores, two flour and feed stores, three bakeries, two banks, three blacksmith shops, one garage, six livery barns, one sash and door factory, four saw mills, two butcher shops, two laundries, one moving picture theatre, large roller rink, hospital, weekly newspaper, sixty first-class residences, twelve new business blocks, three miles of sidewalk, city fire protection, \$10,000 public school building. Good opening for brick plant, plenty of clay available. Dominion Government Land Office. 3,161 homesteads filed on in vicinity: 20,500 still available.

Shaftesbury.—About 18 miles upstream from Peace River. An old settlement, with many highly developed farms, a saw mill, flour mill, school, also several stores and business blocks. Many good homesteads available in the vicinity.

Spirit River.—Terminus E. D. & B. C. Ry., 337 miles northwest of Edmonton, train service twice a week. Both settlement and town growing rapidly. Saw mills, shingle mills, public schools, Experimental Farm, Government telegraph, post office, general stores, hardware store, and hotel. Many desirable homesteads available in vicinity.

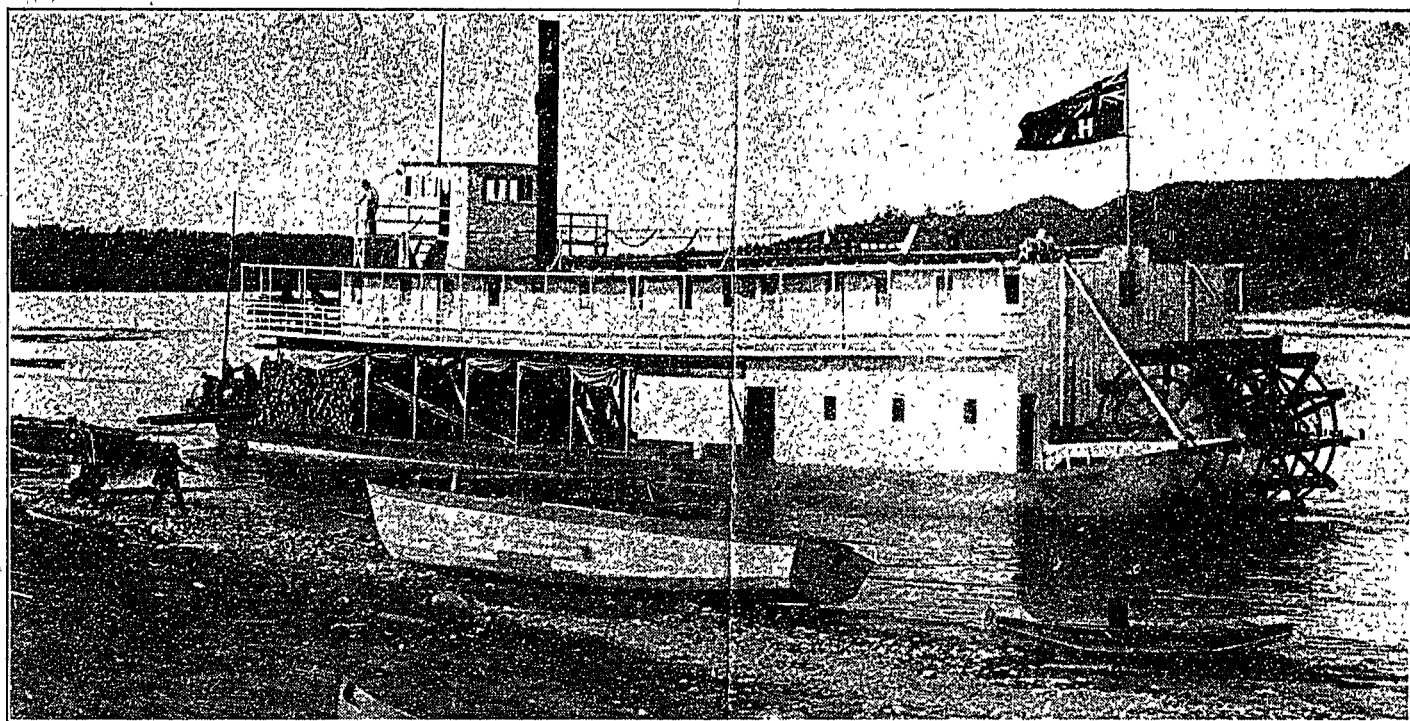
Grande Prairie.—On E. D. & B. C. Ry., 405 miles from Edmonton. Surrounded by highly developed farms. Quite a large town, having banks, general stores, hardware stores, Dominion Government Land Office, and telegraph station. Plenty of homestead land available within a radius of from six to ten miles. Good homesteads at Halcourt, 22 miles from Grande Prairie, also at Red Willow, close to the town.

Fort Vermilion.—300 miles down stream from Peace River. Three trading stores, saw mill, planing mill, flour mill and two schools, also Dominion Government Experimental Farm. Very best of homestead land available in vicinity.

GENERAL INFORMATION.

Education.—The educational laws of the Province of Alberta contemplate the establishment of schools in even the newest and most outlying settlements, and every possible assistance is lent by the Department of Education to the newly arrived settlers in establishing such schools as may be required. In order that no community of any considerable size may be prevented from establishing a school, the minimum number of children of school age resident within a proposed district has been reduced to eight. As a further safeguard against children being deprived of their education through the indifference or opposition of the settlers, the Minister of Education has power to establish a school district without regard to the attitude of the ratepayers. The revenue of a school district, which is required to meet debenture payments, teachers' and officials' salaries, fuel, insurance, and current expenditures, is derived from Government grants and local taxation. Full information regarding procedure in connection with the organization and maintenance of school districts may be obtained by addressing the Department of

Canadian Northern Railway



HUDSON BAY CO. STEAMER "NORTHERN ECHO," ATHABASCA RIVER.

Education. Edmonton, Alta. Public schools are established and maintained in the following districts: Appléton, Beaver Lodge, Bezanson, Big Horn, Bluesky, Buffalo Lake, Clairmont Lake, Dupuis, Englewood, Five Mile Creek, Friedenstal, Griffin, Grouard, Halcourt, Happy Valley, Hermit Lake, Island View, Kleskun Lake, Lawrence Point, Lower Beaver Lodge, McHenry, Peace River, Percy, Prairie River, Sawridge, Saskatoon Lake, Spirit River, Swan River, Sunshine Valley, Valhalla, Vanrena, Wapita, Waterhole, West Peace River, and White Mountain.

Churches and Missions.—Roman Catholic Churches or Missions are established at the following points: Athabasca, Dunvegan, Fort McKay, Fort McMurray, Fort St. John, Fort Vermilion, Falher, Grande Prairie, Grouard, Hudson's Hope, Lac la Biche, Peace River, Smokey River, Spirit River, Sturgeon Lake and Wabascaw. Further information may be obtained from the Dominion Office of Colonization, St. James St., Montreal, Que.

Anglican Churches are as follows: Athabasca, Burdier's, Grande Prairie, Chippewyan, Colinton, Flat Lake, Grouard, High Prairie, Lake Saskatoon, Peace River, Pleasant Valley, Pine Creek, and West Vermilion. Anglican Missions, in which schools are conducted, are established at Fort Vermilion, Shaftesbury, Wabascaw, Whitefish Lake; several others are in course of erection.

Hospitals.—These are established as follows: Athabasca, Fort Vermilion, Grouard, Peace River, Sturgeon Lake and Wabascaw Lake. In addition to the above, all Missions are fitted with the necessary equipment for the care of patients.

Trading Posts.—Trading posts are established at various points by each of three corporations dealing in furs and general supplies. They are the Northern Trading Co., Ltd., with

Posts at Scenic and Smith's Landing. Revillon Freres, at Athabasca, Calling Lake, Chipewyan Lake, Dunvegan, Fort St. John, Fort Vermilion, Grouard, Hay River, Hudson's Hope, Keg River, Lake Saskatoon, Little Red River, Peace River, Pelican Portage, Spirit River, Sturgeon Lake, Trout Lake, Wabascaw, and Whitefish Lake; Hudson's Bay Co., at Athabasca, Chipewyan, Chipewyan Lake, Dunvegan, Fort McKay, Fort McMurray, Fort St. John, Fort Vermilion, Fond du Lac, Grande Prairie, Grouard, Hudson's Hope, Keg River, Lac la Biche, Lac Ste. Anne, North Vermilion, Peace River, Red River, Sawridge, Spirit River, Sturgeon Lake, Trout Lake, Wabascaw, and Whitefish Lake.

Boards of Trade.—Flourishing organizations are established in a number of centres for the promotion of their several interests. These are as follows: Athabasca, Chas. Nancekivell, Secretary; Clairmont, W. J. Johnson, Secretary; Fort McMurray, J. Hill, President; Fort St. John, write W. J. Reid, Govt. Tel. Agt.; Fort Vermilion, write R. W. McLeod; Grande Prairie, write W. Innes; Grouard, J. R. Connell, Secretary; Hudson's Hope, F. Monteith, Secretary; Peace River, M. R. Upton, Secretary; Pouce Coupe, write J. J. Dever, Govt. Tel. Agt.; and Spirit River, R. Harrington, Secretary.

Police Protection.—Although the country is most law-abiding, Mounted Police are stationed at many places throughout the District on account of the widely scattered character of its settlements. These include Grouard, Fort Vermilion, Peace River, Sawridge and Sturgeon Lake. in care of the Twin City Transfer, Official Agents for the

EXPRESS, FREIGHT AND STORAGE.

All freight for points along the route of the Edmonton, Dunvegan & British Columbia Railway should be consigned

Peace River Guide



LAKE SASKATOON DISTRICT

in care of the Twin City Transfer, official agents for the E. D. & B. C. Ry., Alberta & Great Waterways Railway, Canada Central Railway, and Canadian Northern Railway.

The Twin City Transfer Co. will arrange all details as to trans-shipment of freight from other railways and subsequent delivery at its destination.

All shipment of goods for Peace River Crossing, Dunvegan, Fort St. John, Bezanon, Grande Prairie, Hudson's Hope, etc., should be left with the Twin City Transfer, who will arrange all matters in connection with freight by boat both up and down the river.

The Twin City Transfer will store free of charge all baggage destined for Peace River points for prospective settlers.

Express is also carried on all the trains running to Peace River District, and this should also be addressed care of the Twin City Transfer.

HOMESTEAD REGULATIONS.

Any quarter section vacant and available of Dominion land in Alberta, excepting 8 and 26, may be homesteaded by any person the sole head of a family or any male over eighteen years of age and who is a British subject or declares intention of becoming a British subject, on payment of an entry fee of ten (\$10) dollars.

A widow, having minor children of her own dependent on her for support, is permitted to make homestead entry as the sole head of a family.

Entry must be made in person either at the land office for the district or at the office of a sub-agent authorized to transact business in the district, except in the case of a person who may make entry for a father, mother, son, daughter, brother or sister, when duly authorized by the prescribed form which may be had from your nearest Government agent.

A homesteader may perform resident duties by living in habitable house on homestead for six months in each of three years. A homesteader may perform the required six months' residence duties by living on farming land owned solely by him not less than eighty (80) acres in extent in the vicinity of his homestead. Joint ownership in land will not meet this requirement. If the father, or mother if the father is deceased, or son, daughter, brother or sister of a homesteader has permanent residence on farming land owned solely by them not less than 80 acres in extent, in the vicinity of the homestead, or upon a homestead entered for by them in the vicinity, such homesteader may perform his own residence duties by living with the father or mother.

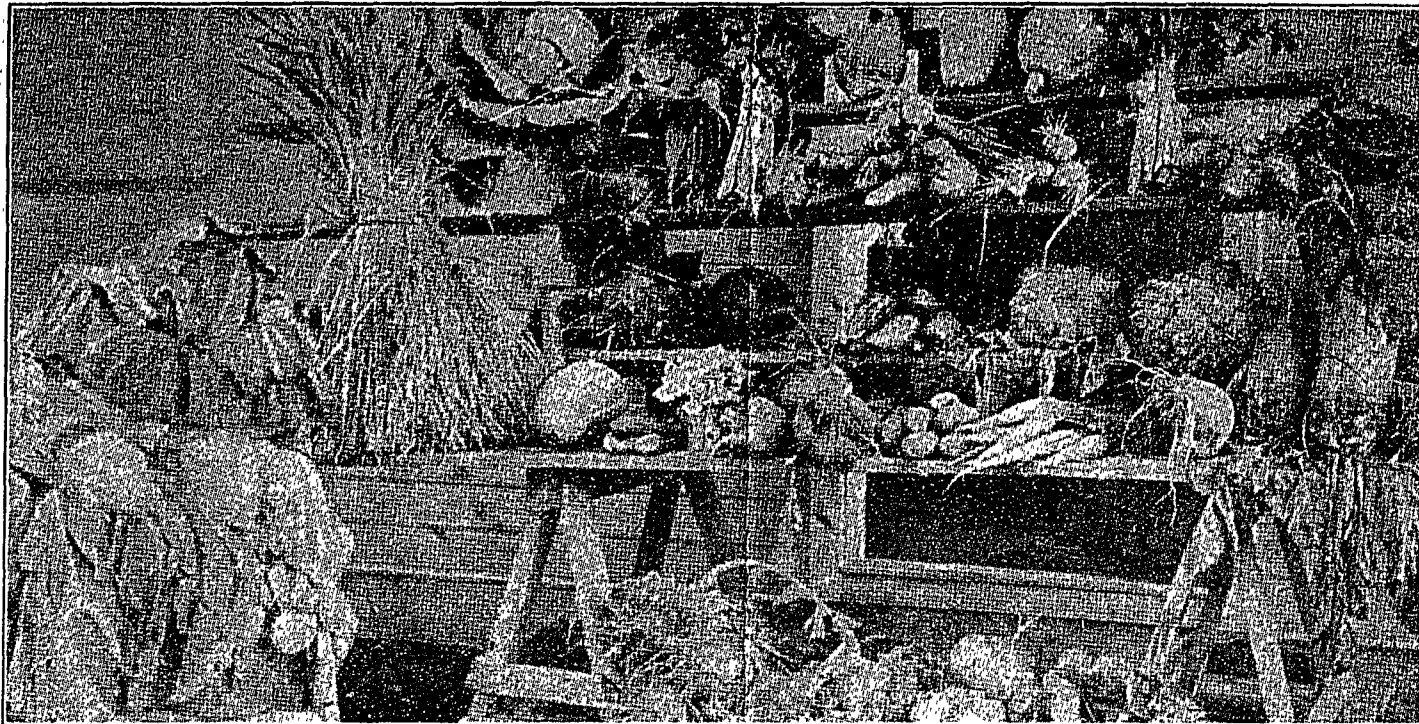
The term "vicinity" in the two preceding paragraphs is defined as meaning not more than nine miles in direct line, exclusive of the width of road allowances crossed in the measurement.

A homesteader performing residence duties while living with parents or on farming land owned by himself must so notify agent for district, and keep him informed as to his post office address, otherwise his entry is liable to be cancelled. Six months' time is allowed after entry before beginning residence.

A homesteader residing on homestead is required to break thirty acres of the homestead, of which twenty must be cropped, before applying for patent. A reasonable proportion of cultivation duties must be done during each year.

When the duties are performed under regulations permitting residence in vicinity, fifty acres must be broken, of which thirty must be cropped. Application for patents may, on completion of duties, be made by homesteader before an agent or Homestead Inspector, or before a sub-agent for district.

Canadian Northern Railway



VEGETABLES GROWN AT FORT VERMILION

IMPORTANT AMENDMENT, 1917.

Whereas owing to enlistment for overseas service there is now throughout Canada a great scarcity of farm laborers which, coupled with the diminution of land prepared for seed, will result in greatly decreased acreage under cultivation unless steps are taken to improve the condition in this regard; and

Whereas it is believed that there are in Canada and the United States many young men who would work as farm laborers if the time so spent were allowed to count as residence upon homesteads entered for by them; it being recognized that by working for a farmer who has all necessary stock and machinery, young men of the class mentioned would help to augment the agricultural output to a much greater extent than if they spent their time on their homesteads hampered by lack of stock or machinery;

Therefore, notwithstanding anything contained in the Dominion Lands Act or the amendments thereto, during the remainder of the year 1917 the holders of homestead, pre-emption or purchased homestead entries who are employed as farm laborers within the Dominion of Canada may be allowed the period of such employment as a like period of residence in connection with their respective entries, subject to certain conditions, particulars of which may be obtained from nearest C.N.R. agent.

CUSTOMS REGULATIONS.

A settler may bring into Canada, free of duty, live stock for the farm, on the following basis, if he has actually owned such live stock abroad for at least six months before his removal to Canada, and has brought them into Canada within one year after his first arrival, viz.:

If horses only are brought in, 16 allowed.
If cattle only are brought in, 16 allowed.
If sheep only are brought in, 160 allowed.
If swine only are brought in, 160 allowed.

If horses, cattle, sheep and swine are brought in together, or part of each, the same proportions as above are to be observed. Duty is to be paid on the live stock in excess of the number above provided for.

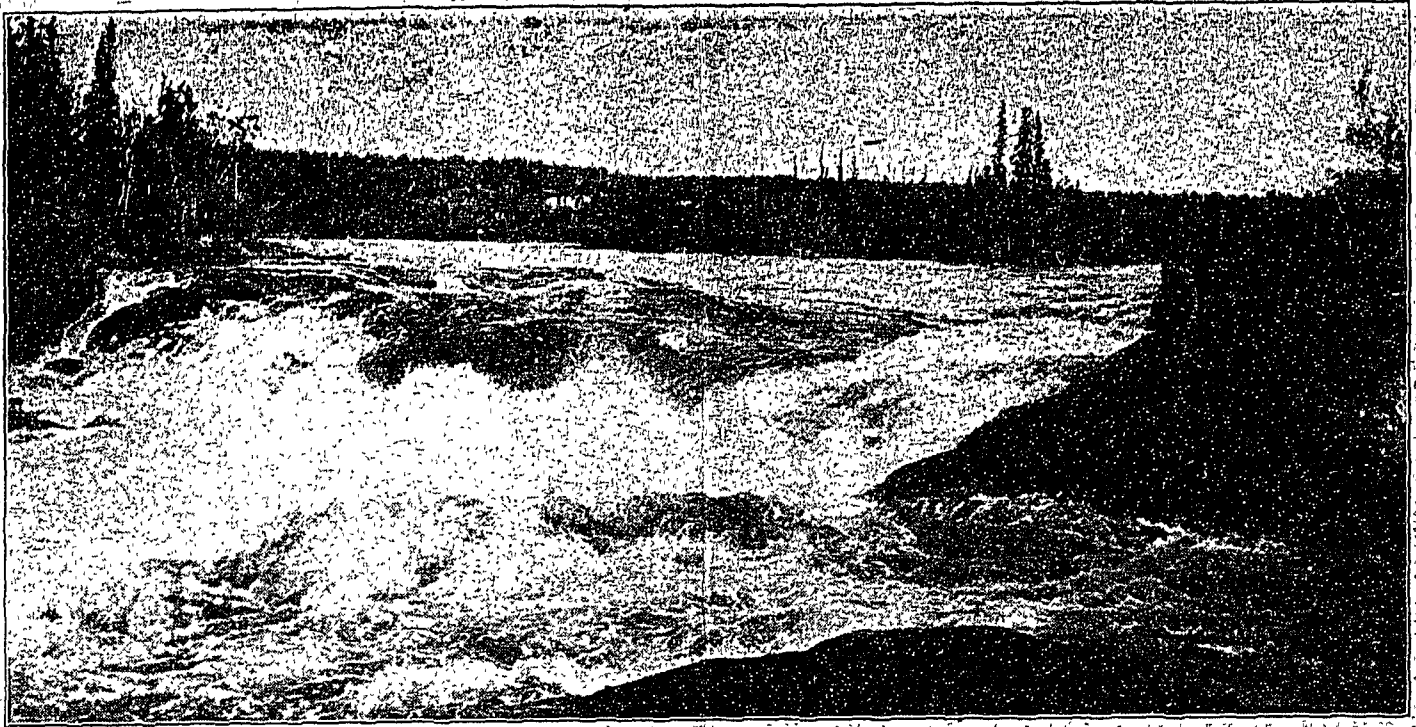
For customs entry purposes, a mare with a colt under six months old is to be reckoned as one animal; a cow with a calf under six months old is also to be reckoned as one animal.

Cattle and other live stock imported into Canada are subject to quarantine regulations.

Item 705 of the Custom Tariff (1907) for free entry of settlers' effects reads as follows:

"705. Settlers' Effects, viz.: Wearing apparel, books, usual and reasonable household furniture and other household effects, instruments and tools of trade, occupation or employment, guns, musical instruments, domestic sewing machines, typewriters, bicycles, carts, wagons and other highway vehicles, agricultural implements, and live stock for the farm, not to include live stock or articles for sale, or for use as contractor's outfit, nor vehicles or implements moved by mechanical power, nor machinery for use in any manufacturing establishment. All the foregoing if actually owned abroad by the settler for at least six months before his removal to Canada, and subject to regulations prescribed by the Minister of Customs; provided that any dutiable article entered as settlers' effects may not be so entered unless brought by the settler on his first arrival, and shall not be sold or otherwise disposed of without payment of duty until after twelve months' actual use in Canada."

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WATER POWER, ATHABASCA RIVER.

FREIGHT REGULATIONS.

1. Carload shipments of farm settlers' effects (second-hand) within the meaning of the tariff, must consist of the following described property of an actual farm settler, when shipped by and consigned to the same person, and where carriers' liability is released to valuation of ten (\$10) dollars per hundred pounds:

Household Goods and Personal Effects, all second-hand, and may include:

Agricultural implements and farm vehicles, all second-hand (will not include automobiles).

Live stock, not exceeding a total of ten head, consisting of horses, mules, cows, heifers, calves, oxen, sheep or hogs. (From Eastern Canada not more than six head of horses and mules may be included in a car of farm settlers' effects.)

Lumber and shingles (pine, hemlock, spruce or bass wood), which must not exceed 2,500 feet in all, or the equivalent thereof, or in lieu of (not in addition to) the lumber and shingles, a portable house, knocked down, may be shipped.

Seed grain, trees or shrubbery. The quantity of seed grain must not exceed the following weight: Wheat, 4,500 lbs.; oats, 3,400 lbs.; barley, 4,800 lbs.; flaxseed, 1,400 lbs. From points in the Western States 1,400 lbs. of seed corn may also be included.

Live poultry (small lots only).

Feed, sufficient for feeding the live stock while on the journey.

2. Live Stock. Should a settler wish to ship more than ten head of live stock (as per Rule 1) in a car, the additional animals will be charged for at the less-than-carload live stock rate (at estimated weights as per Canadian Freight Classification No. 16, G. C. Ransom, Agent, I. C. C. No. 1, supplements thereto and reissues thereof), but the total charge for the car must not exceed the rate for a straight carload of live stock.

When live stock forms a part of the shipment, agents must fill out and have executed the usual live stock form of contract. Shipper must show on the live stock contract the number of head of each kind of stock loaded in car. This information must also be shown by billing agent on the way bill accompanying shipment. Agents must require attendants to affix their signatures in blank space provided for same on face of Live Stock Contract and witness same, cancelling unused spaces.

3. Passes. One man will be passed free in charge of full carloads of settlers' effects containing live stock, to feed, water and care for them in transit, subject to conditions specified in the Canadian Freight Classification. No reduced return transportation will be given.

4. Top Loads. Agents do not permit, under any circumstances any article to be loaded on the top of box or stock cars; such manner of loading is dangerous and absolutely forbidden.

5. Agents must carefully check all shipments, and every effort must be made to prevent the shipment of commodities other than those authorized above at farm settlers' effects rates. If it is found that any contraband articles are shipped, regular tariff rates must be charged on such

Canadian Northern Railway



SPIRIT RIVER.

articles. Agents will be held accountable for checking shipments.

6. Settlers' effects, to be entitled to the carload rates, cannot be stopped at any point short of destination for the purpose of unloading part. The entire carload must go through to the station to which originally consigned.

7. The carload rates on Farm Settlers' Effects are based on minimum weights per car, of,

North of St. Paul or Duluth 24,000 lbs.
North of Chicago, Kansas City, or Omaha to

Duluth or St. Paul 20,000 lbs.
South and east of Chicago 12,000 lbs.

Additional weight will be charged at proportionate rate.

From points south and east of Chicago, only five horses or head of live stock are allowed in any one carload. Any number over five will be charged extra.

PRAIRIE FIRES.

For the information of settlers and the general public with respect to the provisions of The Prairie Fires Ordinance, violations of which are punishable in addition to liability to civil action with fines up to Two Hundred Dollars.

General Provisions Relating to Fires.—Any person who directly or indirectly (1) Kindles a fire and lets it run at large on any land not his own property; or (2) Permits any fire to pass from his own land; or (3) Allows any fire under his charge, custody or control, or under the charge, custody or control of his servant, employee, or agent, to run at large, is liable to a penalty of \$200 in addition to any damages awarded in civil action.

If a fire shall be caused by the escape of sparks or any other matter from any engine or other thing it shall be deemed to have been kindled by the person in charge or who should be in charge of such engine or thing, but such person or his employer shall not be liable to the penalties imposed by this section if the precautions prescribed in the Ordinance have been complied with.

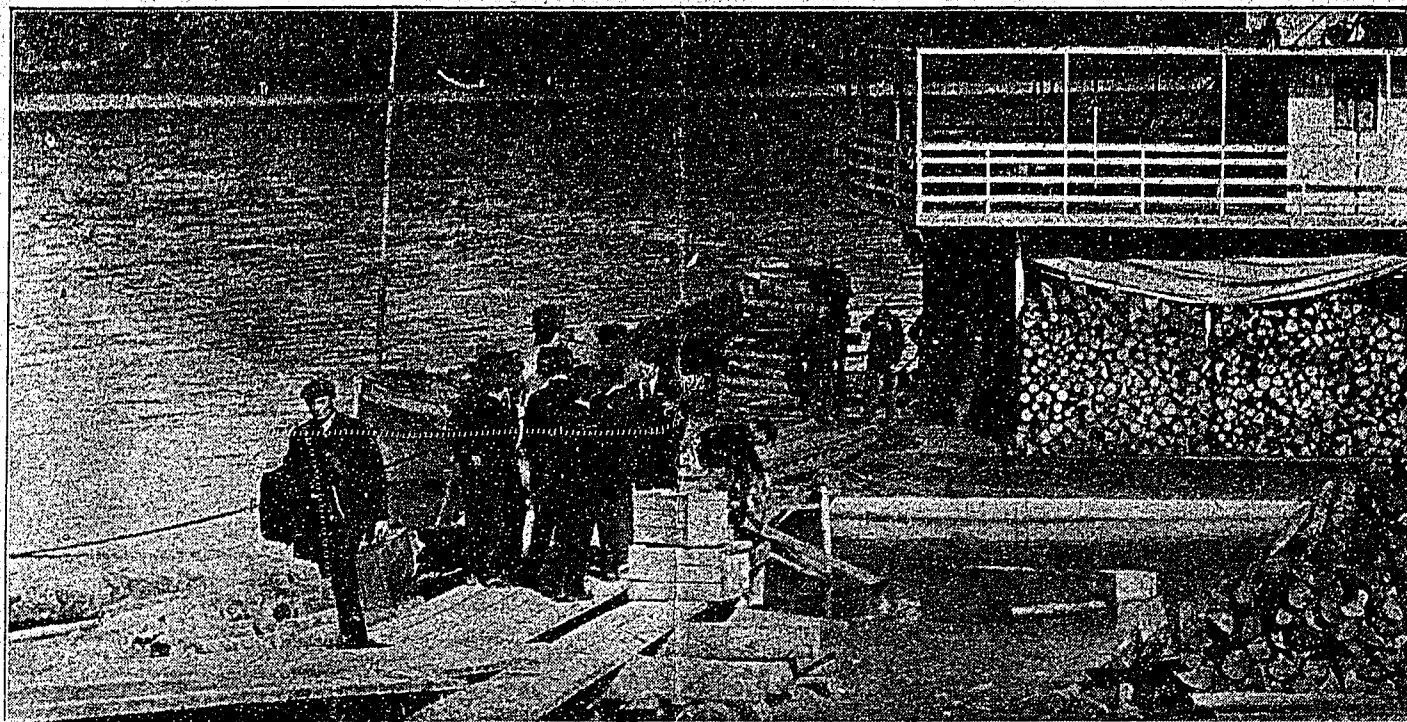
Camp or Branding Fires.—Any person who kindles or is a party to kindling a fire for camping or branding purposes and leaves it unextinguished is liable to a penalty of \$1.00.

Clearing Land and Fire Guard.—Any person kindling a fire on any land for the purpose of guarding property, burning stubble or brush or clearing land is liable to a penalty of \$1,000 unless the land on which the fire is started is completely surrounded by a fire guard not less than 20 feet in width, consisting of land covered with snow or water or so worn, graded, plowed or burned over as to be free of inflammable matter, and unless the fire is also watched during the whole period of its continuance by three adult persons provided with proper appliance for extinguishing prairie fire.

Spring Burning.—Nothing in the Ordinance prevents any person from kindling a fire before the seventh day of May in any year for the purpose of clearing an area of land less than 320 acres in extent if such area is surrounded by a proper fire guard ten feet in width and is continually watched by three adult persons provided with proper appliances for putting out prairie fire, but should any such fire escape or be left unguarded the person kindling it is liable to a penalty of \$100.

Fire Guardians.—In addition to such persons as may be specially appointed all members of the North-West Mounted

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SETTLERS ARRIVING IN THE PEACE RIVER.

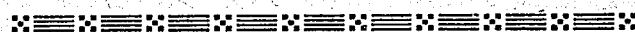
Police Force, Councillors of Local Improvement Districts and Justices of the Peace are ex-officio Fire Guardians, with power of Constables.

Persons Who May be Required to Fight Fires.—All grown up male persons under sixty years of age (other than post-masters, members of medical profession, railway trainmen, and station agents), residing within ten miles of a prairie, or fifteen miles of a forest fire, may be called upon to assist in extinguishing fire under a penalty of \$5 for refusal.

Threshing Engines.—The following provisions shall be observed in and about the management and operation of engines used for threshing: (1) No engines shall be placed within thirty feet of any building or stack; (2) A metal pan of adequate size, filled with water, shall be placed under the engine as a receptacle for cinders and ashes; (3) Before the fires are lit in the furnace and during the time the engine is in operation the reservoir in the smoke stack shall be filled with water; (4) All cinders and ashes shall be thoroughly extinguished before the engine is removed from any place where it has been in operation; (5) A barrel of water and two buckets shall be placed conveniently to any stack of combustible material near the engine; (6) A spark arrester in good repair shall be used and shall not be open while engine is in operation.

Any person failing to comply with any of these provisions is liable to a penalty of \$5.

A copy of the Prairie Fire Ordinance may be had on application to the Department.—Benj. Lawton, Chief Fire Guardian, Department of Agriculture, Edmonton, Alberta.



Canadian Northern Land Publications

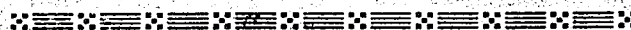
"Homeseekers' and Settlers' Guide"

"British Columbia Settlers' Guide"

"Peace River Guide"

"Homeseekers' and Settlers' Fares Leaflets"

Canadian Northern Timetables---Eastern and Western Lines



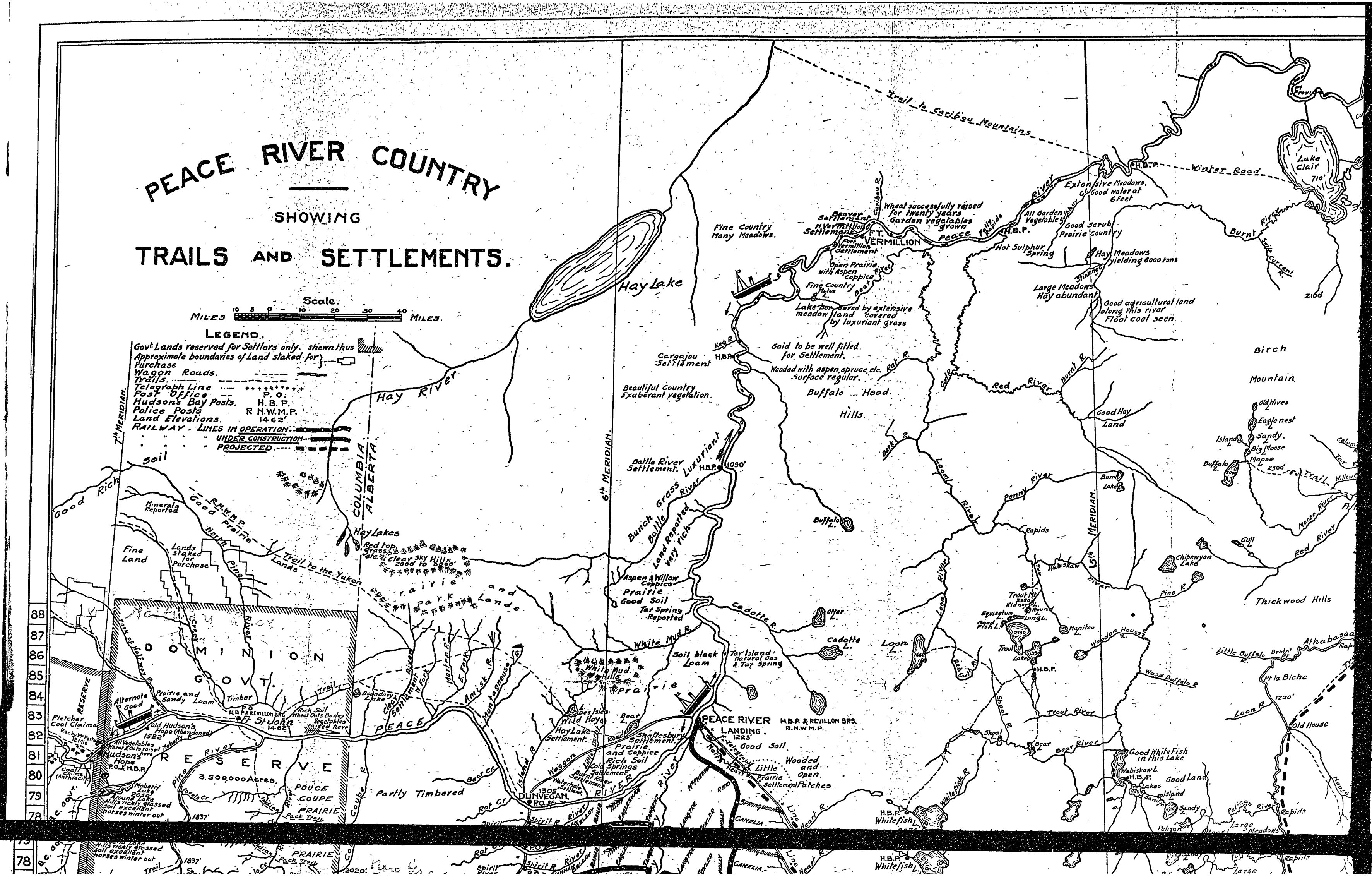
PEACE RIVER COUNTRY

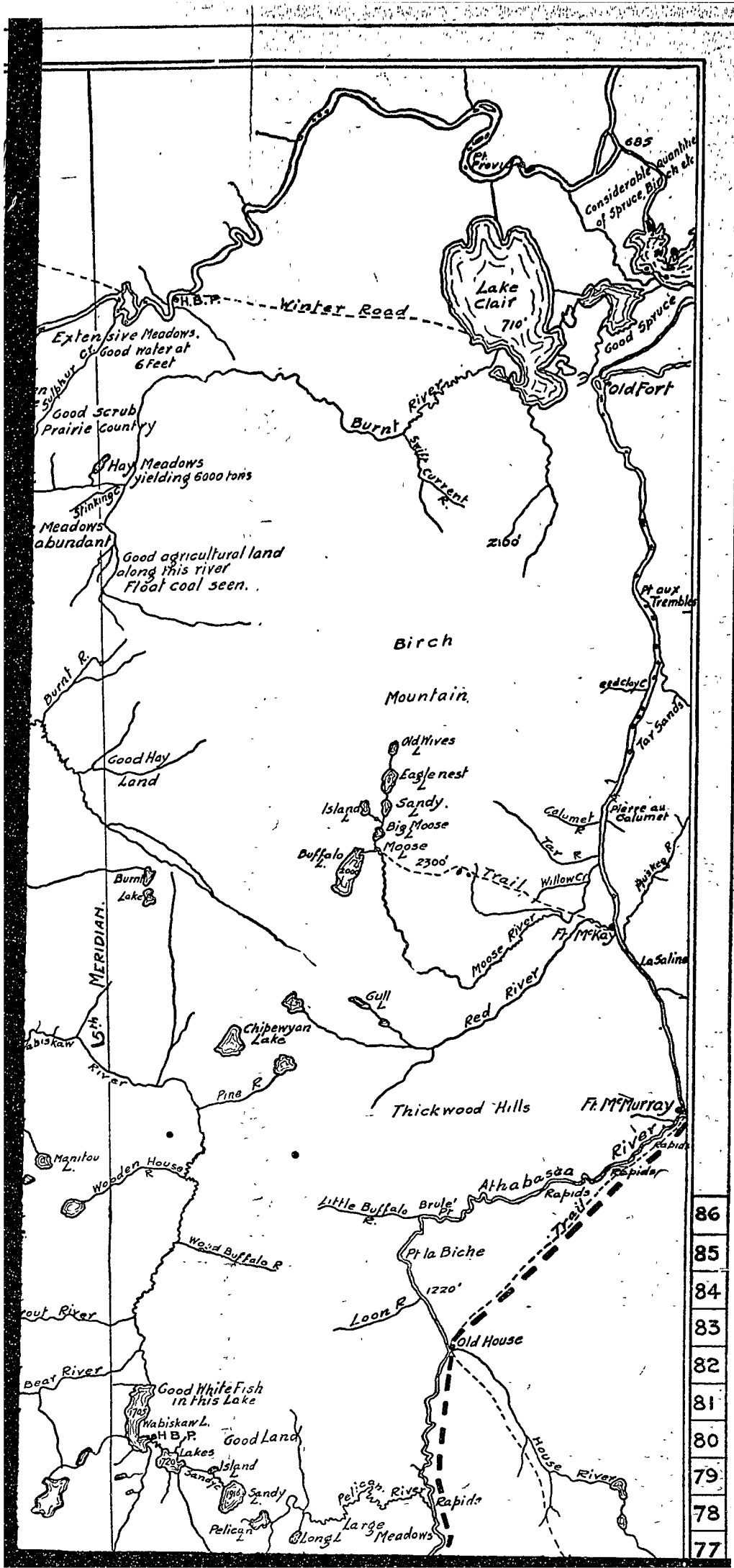
SHOWING TRAILS AND SETTLEMENTS.

Scale: 10 5 0 10 20 30 40 MILES

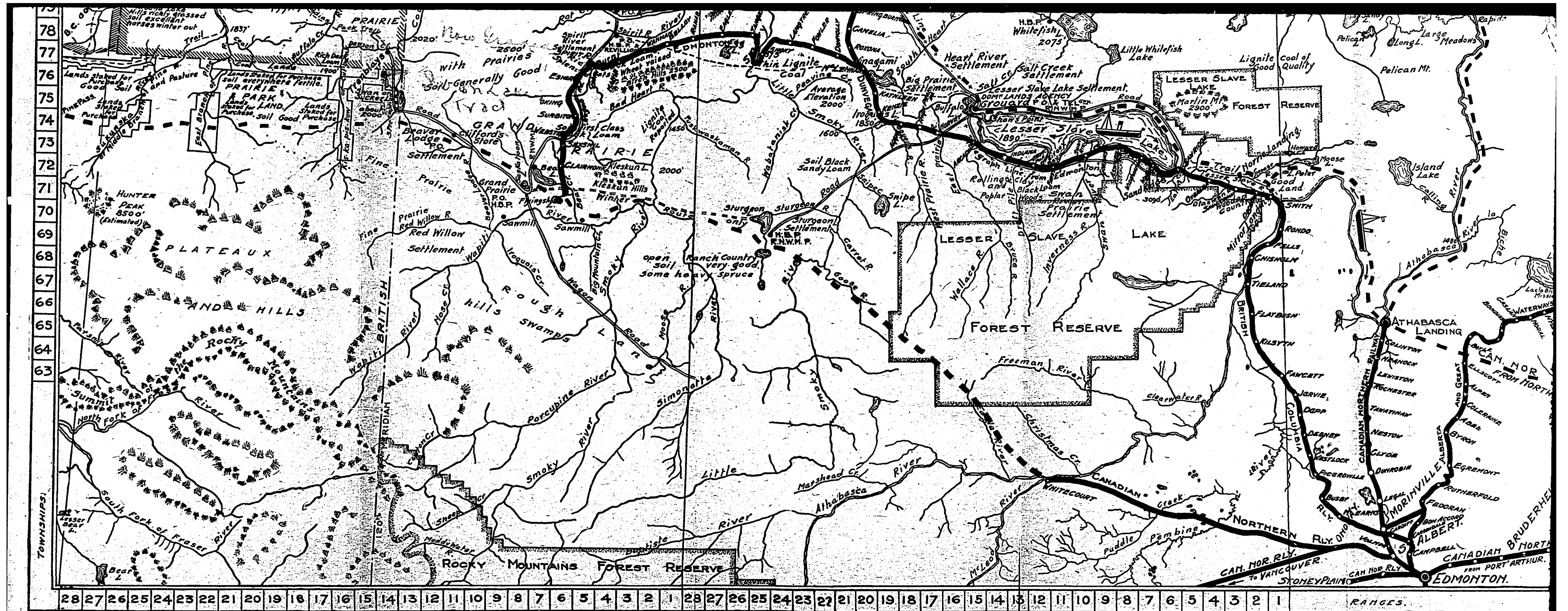
LEGEND.

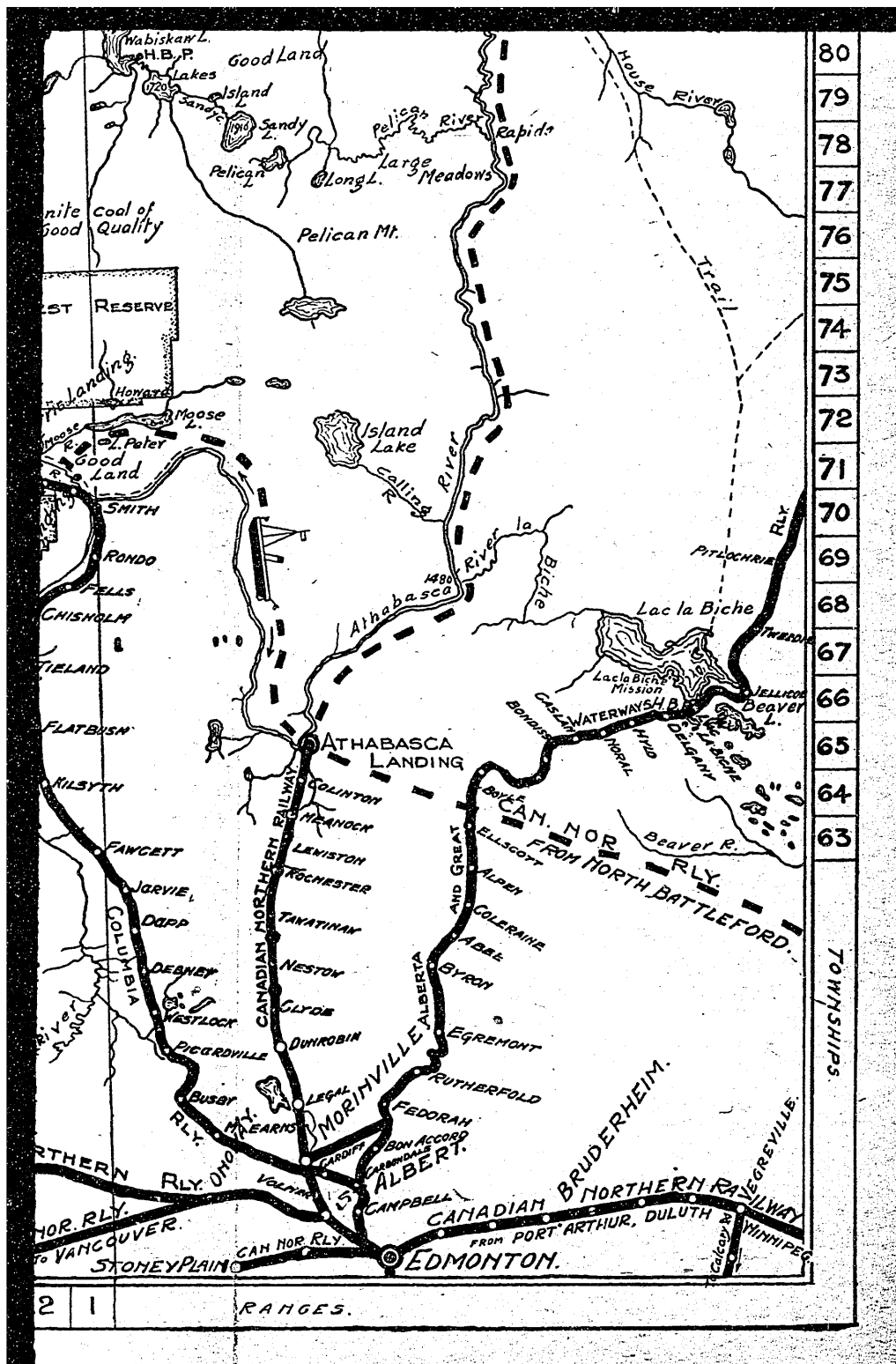
Govt Lands reserved for Settlers only. shown thus
Approximate boundaries of Land staked for Purchase
Wagon Roads.
Trails.
Telegraph Line
Post Office
Hudson's Bay Posts.
Police Posts.
Land Elevations.
RAILWAY. LINES IN OPERATION.
UNDER CONSTRUCTION.
PROJECTED.





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